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CENTRAL INTELLIGENCE AGENCY

COUNTRY

Hungary

SUBJECT

Kummedarus Airfield re fences, guard,
runway, repair & storage facilities.

DATE DISTRIBUTED

21 Mar '57

NO. OF PAGES

5

NO. OF ENCLS.

SUPPLEMENT TO REPORT #

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sketch

of Kumradaras Air Field with the following legend (dimensions are approximate):

1. Karcag-Tiszafured Road - 6 to 7 meters wide, made of macadam. Ditches, 1 meter deep, were on both sides of the road.
2. Karcag-Tiszafured Railroad - single track with a dirt and crushed stone foundation 60 cm to 70 cm above the level of the road (drainage purposes).
3. Airfield boundary fence - Barbed wire fence of 30 strands with the top portion on metal rods curving in toward the airfield. Fence inclosed a rectangular area 3.5 km long and 2 km wide. The fence was 3.5 meters high - concrete poles were spaced 4 meters apart.
4. Family area fence - same type of fence as described in Pt 3. It was 500 to 600 meters long and 200 meters wide.
5. Family quarters - three single-story brick buildings 12 to 15 x 8 x 4 meters with gabled concrete roofs covered with tar, tar paper and fine gravel. Each building was divided into 4 apartments.
6. Unguarded road to family quarters area - 6 to 7 meters wide, macadam road.
7. Guard at barrier in family quarters area - entrance to airfield proper.
8. BOQ - 6 four-story buildings 25 x 10 x 15 meters with gabled concrete roofs covered with tar, tar paper and fine gravel. Each floor was divided into 30 rooms, several of which could also be utilized by families.
9. PX - single-story brick building approximately 10 x 7 x 4 meters with gabled concrete roof covered with tar, tar paper and fine gravel.
10. Guard building - one-story concrete building four meters square and three meters high with gabled concrete roof covered with tar, tar paper, and fine gravel. Housed guard for the gate plus a CQ and Runner.

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11. Main entrance road - macadam road approximately 7 meters wide. Gate and barrier were located at the entrance - barrier was used during rush hours.

12. Railroad spur - single-track railroad leading to POL area (see Pt #15) and beyond. Switching spur is located in the POL area.

13. Water reservoirs - 2 one-story brick buildings approximately 4 meters square and 3 meters high with gabled concrete roofs covered with tar, tar paper and fine gravel. Each building was built over a well and contained a reservoir and a motor which automatically supplied water (gravity flow) for the base. No personnel stationed here.

14. POL area fence - same as fence described under Pt #3 - 100 meters long and 40 meters wide.

15. Fuel storage area - contained 6 tanks completely underground. Dirt mounds (in square shape) 2 meters high and 15 meters across covered each tank. There was grass on top of each mound. As many as 10 railroad tankers were seen in the area at one time. One tanker could be connected, emptied and disconnected in two hours.

16. Fuel mixing building - 1-story brick building 10 x 5 x 5 meters with a gabled concrete roof covered with tar, tar paper and fine gravel. Building had a basement with the same dimensions as the external portion of the building. Various gasoline mixtures were tested on the main floor. Equipment to mix the gasoline plus 6 pipes leading to the POL area (see Pt #15) and a pump for each pipe (pipes were underground) and were located downstairs in the basement. Pipes had an outer diameter of 11.2 cm and an inner diameter of 10.2 cm

Fuel trucks

were filled at the building. Approximately 20 people worked here (including POL area personnel).

17. Hardstands - at least 6 elliptical hardstands 60 x 50 meters accommodating 5 or 6 TU-2 aircraft in each (concrete surface).

18. Revetments - 3 revetments in a group opposite each hardstand (6 groups in all). Each group could accommodate all the aircraft in its respective hardstand. Revetments were made of several layers of earth and rock, one layer on top of the other. The revetments were 8 meters high, 8 meters thick at the base and one meter thick at the top. They were camouflaged with grass and shrubbery. Overall dimensions were 30 x 15 meters. Revetments were used in bad weather and were to be used if the airfield was under attack.

19. Taxi strips - 30 meters wide, concrete.

20. Runway - Of concrete blocks. Three km long and 50 meters wide.

Largest aircraft

seen on field was an IL-28.

21. Control tower - situated on top of a 2-story brick building 20 to 25 x 15 x 8 meters with a flat concrete roof covered with tar, tar paper and fine gravel. Both floors were devoted to aerial photography and associated personnel (25 people). The tower itself was 15 to 20 meters above the ground (about 5 meters above the building). Inclosed stairway led to the tower which was hexagonal and 6 to 7 meters across. Tower control room was 3 meters high inclosed by either glass or plexiglass. The roof was gabled, concrete. Control tower contained five control personnel and five weather personnel.

22. Quarters for tower and line personnel - three-story brick buildings 15 to 20 meters x 10 to 15 meters x 13 to 14 meters with gabled concrete roofs covered with tar, tar paper and fine gravel.

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23. Guard headquarters - two 1-story brick buildings 12 x 6 x 4 meters with gabled concrete roofs covered by tar, tar paper and fine gravel. Two different units occupied the buildings - one responsible for the eastern portion of the flight line and the other the western portion. Each housed 28 people.

24. Vehicle repair shops - three 1-story brick buildings 50 x 14 x 5 meters with gabled concrete roofs covered with tar, tar paper and fine gravel.

25. EM barracks - eight 3-story brick buildings, 70 x 12 x 14 to 15 meters with gabled concrete roofs covered with tar, tar paper and fine gravel. The 2 buildings on the eastern side of this group contained the maximum number of personnel - 1, 755 in each one

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26. EM mess hall - 1-story brick building 70 x 15 x 5 meters with gabled concrete roof covered with tar, tar paper and fine gravel. Also contained a canteen and auditorium.

27. Food storage building - one-story brick building 15 x 8 to 10 meters x 5 meters with gabled concrete roof covered with tar, tar paper and fine gravel. Floor was concrete - windows were very small (cool inside).

28. Flying officers' mess - one-story brick building 50 x 15 x 5 meters with gabled concrete roof covered with tar, tar paper and fine gravel.

29. Non-flying officers' mess - same as Pt #28.

30. Food storage building - same as Pt #29.

31. First aid station - combination dispensary and first aid station with 30 to 35 beds. Two-story brick building approximately 15 x 15 x 8 meters with gabled concrete roof covered with tar, tar paper and fine gravel.

32. Security headquarters - 3-story brick building 70 x 15 x 13 meters with gabled concrete roof covered with tar, tar paper and fine gravel.

33. Administration building (main headquarters) - three-story brick building 50 x 20 x 13 to 14 meters with gabled concrete roof covered with tar, tar paper and fine gravel; accommodated 150 people.]

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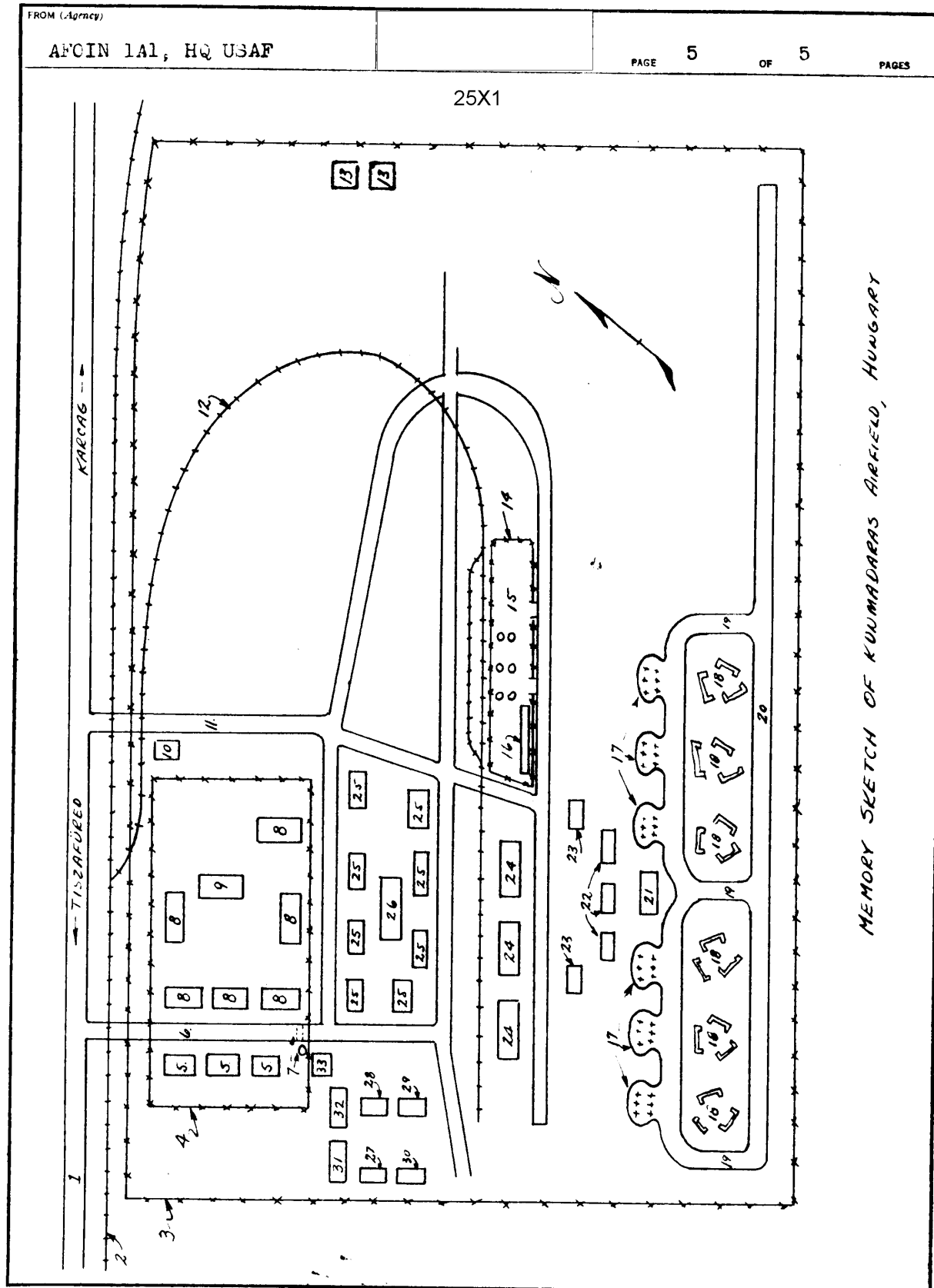
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